

Ferrari

September/October

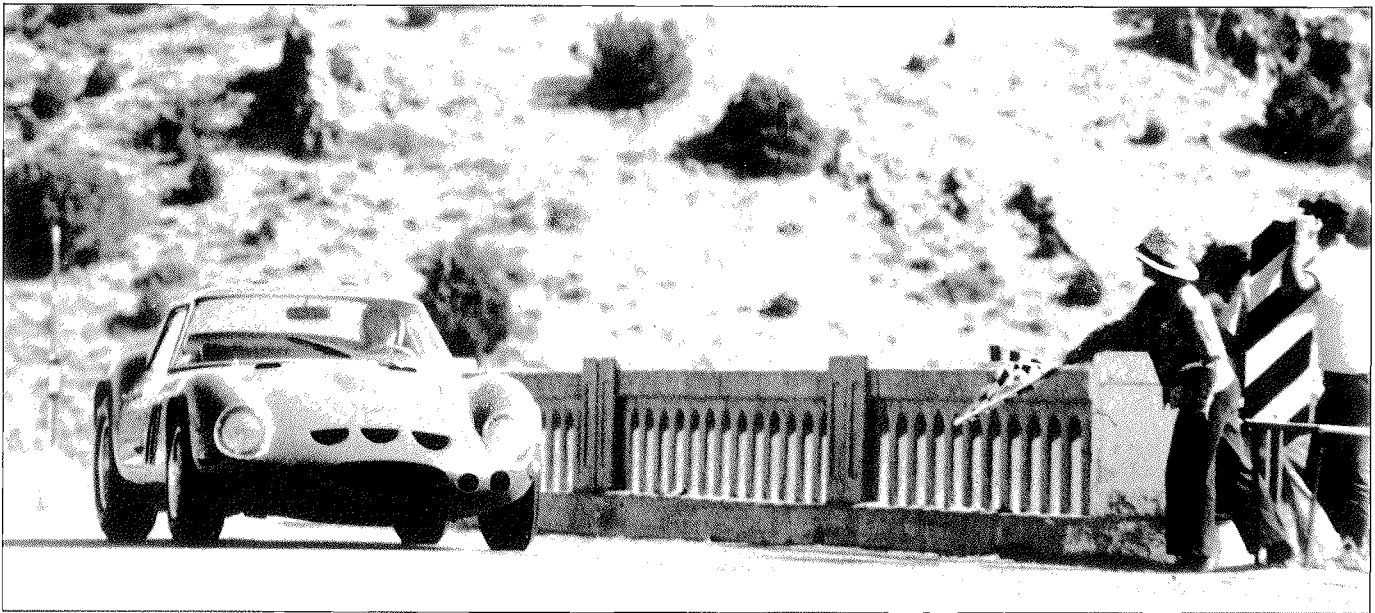
Ferrari Owners Club

1974



VIRGINIA CITY 1974

by Mark Dees



England has Prescott, France has Mas du Clos, there are nice venues in the East, but we've got Virginia City and it's second to none. A five-mile course with every kind of corner finishing in the Queen of the Ghost Towns, a relatively unmodified vintage artifact in her own right; a friendly populace and constabulary; and a great selection of saloons and restaurants. If the weather holds, as it did this year, the setup can't be beat.

As the Ferraris rolled in from Arizona, Oregon, Texas and California Friday evening, the festivities started at a convivial wine-tasting party at Tom and Ellie Trengalli's *Virginia City Vintners*. The bibulous group then coasted down to Gold Hill for dinner — Hans Tanner's original reservation for six expanded to around forty by the time we were seated!

At the old Virginia & Truckee depot the following morning, registration, technical inspection, and an informal *concours d'elegance* got under way. Vintage Ferrariophiles were delighted to see that three famous and unusual competition Ferraris were ready for action. Chris Cord had

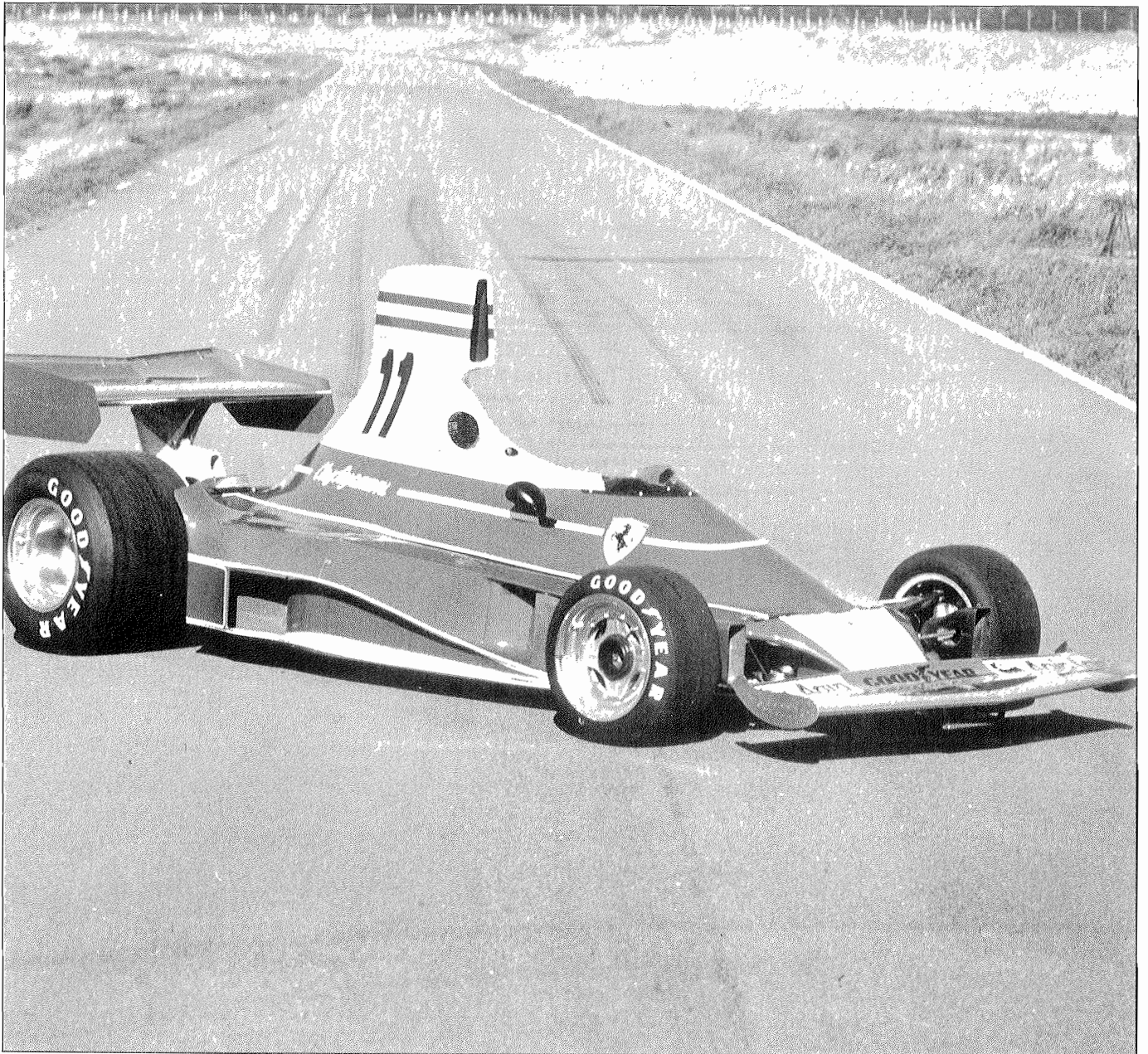
Bill Doheny's immaculate 121LM, the 4.4 litre DOHC six which Ernie McAfee drove with great success until his tragic death in 1956; Steve Earle had his 412MI, a one-off car built up by the works with the engine from the P. Hill-Musso "Indy at Monza" car to challenge the Scarabs in American races; and Harley Cluxton brought in from Arizona the ex-Chinetti 312P Spyder vee-12. Among other exciting vehicles were Ken Starbird's 365GTB4/C (*Road & Track's* Nov. '74 cover car), Dave Love's fast, beautiful 250 Testa Rossa, a nearly perfect Aston-Martin DB3S, and a gloriously shabby Chrysler-Allard J2X. It was nice to see the ex-Keeney 250LM now based in Reno and two more GTOs making their debut in Club events. Standing out as GT Concours winner in a vertible swarm of gleaming Daytonas and Dinos was Bud Keeney's 3-seater 365P which has been repainted in black instead of the original silver. Competition winner in the concours was the 412MI.

It wasn't long before everyone roared down to the base of the hill for a full afternoon of hillclimb practice, mechanical

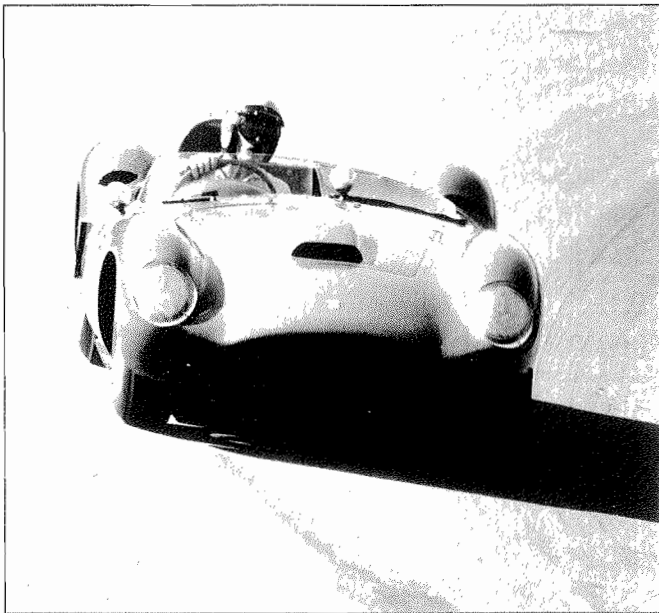
Ferrari Press Conference – 27 September 1974

Causes of Ferrari F1 retirements during 1974 Season – to date:

1. Brazil – Lauda, valve spring, 3rd lap.
2. South Africa – Lauda, while in 2nd place, 75th lap, Dinoplex ignition failure. Regazzoni, while 3rd, 65th lap, main bearing failure.
3. Monaco – Lauda, Dinoplex ignition failure, 38th lap, while leading.
4. Swedish GP – Lauda, seized lock nut on 3rd gear primary shaft, 70th lap while in 3rd position.
5. British GP – Lauda, tyre, while in lead at 71st lap. Regazzoni, tyre, while 3rd, 42nd lap.
6. German GP – Lauda, error first lap.
7. Austrian GP – Lauda, valve spring failure, 20th lap, while in 2nd. Regazzoni, tyre tread, 45th lap, while in 2nd.
8. Italian GP – Lauda, burst water pipe connection, while 1st, 31st lap. Regazzoni, main bearing failure, while 1st, 40th lap.
9. Canadian GP – Lauda, slipped on sand strewn corner and lost it, while in 1st position, 67th lap.



miseries, and the inevitable prangs. Harley made a run or two with the 312 before retiring it for the weekend with fuel mixture problems (6000 plus feet is something to cope with). The "new" Fred Crail, had the bad luck to break a piston in his heretofore faithful 250 2+2. Fred borrowed a Dino, however, to cover himself with glory the next day. The Aston, Allard, and Ted Petersen's awesome McClaren M6GT coupe (*Road & Track's* Dec. '74 cover) all broke something or other sufficient to put them out of the event. Henry Thomas, a Virginia City regular, claimed to be running close to the course record (Ferrari 512S, 3:44, 1973) in several runs, but eventually launched his very fast Group II Capri down the side of the hill with damage to the suspension and underpans. But the majority of the Ferraris, including the competition cars, made run after run, most often with an ecstatic and/or terrified passenger.



That evening the Happy Few dined regally at Edie Palmer's *Country Inn* while the rest of us foraged. Margaret and I stumbled by accident into *La Table Francaise* in Carson City and enjoyed really fine French cuisine. I can't recommend this little place too highly.

I'd like to say that we got things going early the next morning, but in fact it took quite some time to get radio communications, timing, and course marshaling setup. Around noon we at the top of the hill heard the snarl of the first competition car coming up the hill. There was little difference to be seen in the apparent speeds of the TR, 412, and 121; but we were really rocked to see George Dyer, Jr., a start driver of the IMSA circuit, *pass* the preceding car in his father's GTO well before the top of the hill. It was no surprise to learn later that George had set fastest time of the day, 3:37 minutes, at an average speed of 80.4 miles per hour. Which proves two things — that the GTO is still a hell of a car and that there is no substitute whatever for an experienced professional racing driver. As for whether such drivers should be in this event under the terms of its original conception — heck, yes, if they want to drive a vintage Ferrari. Where's Phil Hill? *That* I want to see.



The remainder of the cars ascended in an orderly progression, interrupted only to reset the clocks and to investigate the unfortunate shunt which wiped out the nose of Dr. Sellyei's LM. Most drivers got 4 or more runs, which indicates that the event can handle more cars in future years. Hopefully we will see more vintage and thoroughbred non-Ferraris; that old hillclimb menace, a Cooper-Jap, would be a nice attraction, as would some Bugattis, Maseratis, and such. Mr. Hart's lovely and original little OSCA 1300, which turned a very respectable speed, is just the thing. However, it's hard to get excited about late model competition cars, such as the Capri, for which many other events exist.

The prize-giving banquet was held Sunday evening at the *Cabin in the Sky*, which was well suited to our requirements. Times had not been given at the course in order to discourage reckless efforts to shave a second or two, and there was some surprise and grumbling over certain indicated performances even though all agreed that the right people received the awards. While it is true that the present system (synchronized



electronic stop watches at start and finish) can and will be improved — watches that don't break down, electric eye actuation, duplicate systems — the alternatives present as many problems at even greater expense.

In addition to performance awards, Hans Tanner and Allen Bishop received special awards from the Club for their efforts throughout the years to establish and administer the event. There was a richly deserved special award to Bob Del Carlo, Sheriff of Storey County, the kind of lawman all Ferrari owners should be so lucky to meet. Last but hardly least, the estimable Chuck Queener received the Hans Tanner Perpetual Trophy for his outstanding contributions made to the FOC during the past 7 years. Dancing, grousing, exulting, and interminable bench racing went on for some time that night, until the gang wended their way to their hostelrys to sleep if off until the long drive home. Those with cars vowed to take driving lessons and go faster next year, those without vowed to put *something* together. The timers promised to refine the system to end complaints [? —Ed.] and break ties, the radio crew planned to increase power and coverage. . .but all vowed to BE BACK!

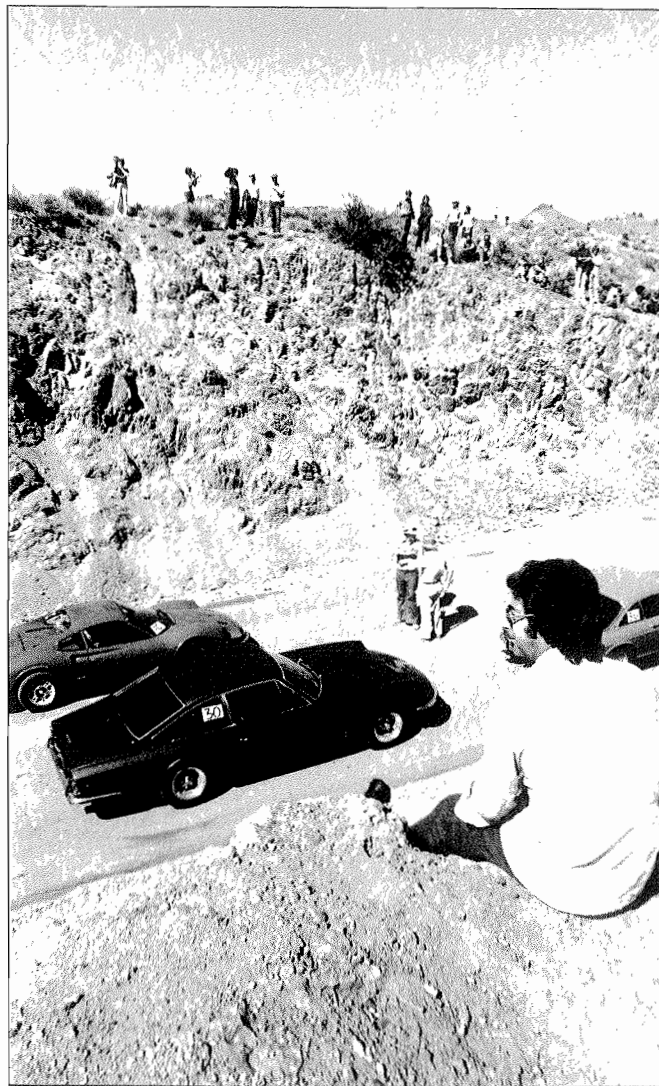
Administration, Registration, and Course Personnel (in no particular order of merit) Hans Tanner, Allen Bishop, Bill & Betty Schanbacher, Bill Schworer, June Pruden, Ed & Pheobe Niles, Bill & Evelyn Ziering, Johnny & Brandi Gunn, Mary-Hoe Love, Steve Mitchell, Mark Dees, Margaret Morlok, Larry Clane, A.J. Nelson, Tom & Eleanor Johnson, Chuck Reid, Larry Bloomer, Chuck & Carol Queener, Elliott Nagel, Fred Crail, and our great radio crew, Jamie Heckman and "KK." —M.D.

It goes without saying that the CBer's group of guys and gals add a very important part in the running of the Virginia City Hillclimb and for the past two years they have given their time and talents in the effort to keep things running smoothly and safely. Many of you know them only by their first names and know only that they are there to provide the necessary services. One may wonder just who these people really are and what they do.

Jamie Heckman, all 250 pounds of him, has been quite instrumental in helping to get the group together to help put on the hillclimb. He has been into the CB scene for a little over 2 years and with the hillclimb for the past 2 races. Jamie's favorite past time is being a fast draw gunfighter with handling camels at the races cutting a close second. When he isn't busy partaking of these pleasures he can be found working in construction or being a ranch hand. Jamie is from Reno, Nevada.

Ron Low is also one of the gunfighters. When he isn't after the bad guys he can be found working as a mechanic on small engines for his uncle. Ron has been into the radio thing for 5 years. He has participated in the hillclimb for the past two years and just this year has introduced his new bride, Melanie, to the races and the radio. When Melanie isn't on the radio you can find her playing a bank teller at First National Bank. Ron and Melanie are from Reno.

A first timer to the hillclimb and to the radio is long tall Jim Wilson, all 6'8" of him. He brought his girlfriend, Jan McPherson, also a first timer, along to help this past year. Jim works as a laborer for Reliable Fence Company and Jan



works for Nevada Bell in Reno. Jim and Jan are both from Reno.

Another very important helper on the CB circuit this past year was John Christy, who came up from Los Angeles in a new experimental Volvo police car.

On occasion you might get a glimpse of two others who also help with the running of the races and try their hand at the radio. Johnny and Brandi Gunn of Virginia City have been involved in the races for the past three years, mostly doing their thing as the checkered flag finishers. Johnny is News Director for KOLO radio in Reno and Brandi works in special nursing but prefers being a free lance writer, photographer and artist. Johnny is also one of the gunfighters and one of the bad guys. Johnny and Brandi race camels and ostriches and this past year have received the Governor's trophies for being the top champions. Brandi has just taken up the sport of tiger wrestling. The Gunns are from Virginia City, Nevada.

Most of the CBer's sport their own radios in their own rigs. However, this year a very special thanks goes to *Motor Trend* magazine for the loan and use of CB radios.

It also goes without saying that the CBer's will be back again next year to help with the Ferrari Owners Club's 4th annual Virginia City Hillclimb. —Brandi Lee

Driver	Car / Serial No.	Fastest Time	Mph
C. Cord	121LM 0546LM	3:50	75.9
D. Love	250TR 0754TR	4:08	70.4
S. Earle	412MI 0744	3:55	74.3
G. Dyer, Jr.*	250GTO 4219	3:37	80.4
C. Zampolli	250GTO 3987	3:56	74.0
K. Starbird	365GTB4/C 15685	4:25	65.9
A. Mohr	365GTB4 16247	4:57	58.8
T. Sharp	365GTB4 16547	4:29	64.9
R. Saroyan	365GTB4 15431	4:47	60.8
H. Eberlin	365GTB4 15453	4:15	68.7
R. Tonkin	365GTB4 14223	4:43**	61.7
L. Bloomer*	365GTB4 15425	3:59	73.1
L. Gosh	365GTB4 16999	4:56	59.0
L. Fratello	365GTB4 14547	4:38	62.8
B. Schanbacher*	365GTB4 15115	3:59	73.1
J. Monet	365GTB4 14423	4:23	66.4
G. Heiser	246GT 03464	5:00	58.2
R. Gosh	246GTS 04038	4:35	63.4
J. Sampson	246GTS	4:58	58.6
P. Booth	246GTS 05490	4:32	64.2
B. Schworer*	246GT 03056	4:23	66.4
F. Crail	246GT 03056	4:32	64.2
C. Haist	365GT2+2 12743	5:22	54.2
D. Shanahan*	275GTB 07045	4:15	68.5
J. Stone	275GTB 07523	5:04**	57.4
P. Meunier	275GTB4 09951	4:38	62.8
L. Ross	330GT2+2 05789	5:17	55.1
G. Brutsch	330GTC 09806	4:24	66.1
L. Sellyei	330GTS 09817	4:26	65.6
M. Carroll	250GT 3735	5:03	57.6

Driver	Car / Serial No.	Fastest Time	Mph
D. Perry	250GT 3293	4:18	67.7
P. Carey	250GT 0875	5:02	57.8
D. O'Harra	260Z Datsun	4:48	60.6
V. Sledge	911 Porsche	5:15	55.1
L. Sellyei	914-6 Porsche	4:24	66.1
L. Sellyei (B. Rudd)	289 Cobra	4:12	69.3
G. Dyer	Muir SV	4:21	66.8
T. Hart	OSCA	4:23	66.4
S. Mitchell	Corvette	4:45	61.3
D. Colman	914 Porsche	4:20	67.2
C. Gruys	289 Cobra	4:24	66.1

DNS			
L. Sellyei	250LM	5843	
T. Petersen	M6GT	McLaren	
H. Cluxton	312P	0872	
C. Naylor	246GTS	05956	
B. Keeney	365P	8815	
W. McCune	275GTB4	09631	
H. Thomas	GPII	Capri	
P. Chandler	250GT	3337	
F. Crail	250GT2+2	4183	
G. Keller	J2X	Allard	
G. Newell	DBS	Aston Martin	
F. Koepke, Jr.	Pantera		

Concours Winners

Competition	GT
S. Earle 412MI	B. Keeney 365P

*class winner

**two successive runs without variation



Photos by John Lamm

